

as slippery when covered with a little snow in freezing weather.

An autoist can be certain of a good road in any kind of weather (except in deep snow) from anywhere to everywhere. In this we are behind the times as compared to York State. But when our U. F. O. Government gets full control and a free hand we may confidently look for a comparative standing much more to our credit.

PIG KILLING—NEW STYLE.

A practice in the matter of pig-killing was new and seemed quite strange. The family with whom I was staying had two fat hogs that were intended to be killed and cured for home use. Instead of asking in some neighbors to help and then getting a barrel hunted up, and building a fire around a big kettle, and knocking things about getting a platform put up, and sharpening knives etc., they simply telephoned a local butcher and made arrangements with him to come on a date agreed upon and do the whole job. It was my privilege to be there the day the bloody deed was done. He came in a little runabout with all his tools. When we went to see how he was getting along he had shot the first hog, with a 22 rifle he had then bled him and had him half skinned. All this right in the pen, with plenty of straw of course, spread under to keep all clean. After the skin was nearly all off, the carcass was drawn up with a little block and tackle and the gambrel tied up to the timbers of the loft overhead. Skinning finished the entrails were taken out, but before being cut clean away, and of course, while still warm, the entrails were removed and the hog dressed just as a farmer would do it, the valuable parts being retained, the rest going with the offal. The butcher took nothing of all this away with him except the skin, that was his pay for the work. Some did say, "he'll leave a good deal of fat on the skin and make a little extra out of that." He did not. There is no natural separation between skin and fat but the work was so skillfully done that the roots of the bristles could be seen from the inside anywhere. "How much do you get for a skin was asked?" "A dollar a piece, big or little," he answered. "But I haven't sold any of this year's skins yet, I expect they will be higher." From another source it was learned that they were. "How many can you do in a day?" "The first pig I skinned it took nearly all day, but I can do 15 now. To-day, however, I will manage only seven, as I had to go such long distances between places." We stayed until we saw him shoot, bleed, and start skinning the second hog. There was no skimp work. The last thing to be done was to carefully wash and scrape the outside of the dressed carcass.

Taking for granted that almost no use is made of the rind of pork, this style of pig-killing is certainly profitable for the farmer and a great saving of trouble.

T. B.

scheme is largely concerned with the type of road as a provincial highway because Federal aid is not available for less important roadways.

Prior to this time the scheme for provincial highways in Ontario included 422 miles, but under the new scheme the plans have been enlarged to 1,824.7 miles by the addition of 22 roads which are designated as follows with their respective mileages, and are also shown in the accompanying map prepared by the Department of Public Highways.

	Miles
1. Windsor to St. Thomas (Talbot Road).....	126
2. St. Thomas to London.....	16
3. Maidstone to Lambeth (Longwoods Road).....	105.5
4. St. Thomas to Niagara Falls.....	141
5. Jarvis to Hamilton.....	27
6. Hamilton to Chatsworth.....	103
7. Arthur to Kincardine.....	64.5
8. Sarnia to Road No. 11.....	62.7
9. Stratford to Brampton.....	77
10. Hamilton to Kitchener.....	32
11. Stratford to London.....	47.5
12. Stratford to Goderich.....	42.5
13. Toronto Hamilton (Dundas St.).....	37
14. Cooksville to Owen Sound.....	102.4
15. Toronto to Bradford.....	31
16. Bradford to Severn River.....	55
17. Toronto to Rouge River.....	11.8
18. Whitby to Lindsay.....	36.5
19. Port Hope to Peterboro.....	26.8
20. Kingston to Ottawa.....	102
21. Ottawa to Point Fortune.....	69.5
22. Ottawa to Pembroke.....	89
23. Existing Provincial system.....	422
Total.....	1,824.7

The existing provincial highways include those from Hamilton to Niagara, Hamilton to London, Toronto to the Quebec boundary, and Ottawa to Prescott. In the above list the Stratford-Brampton, Ottawa-Kingston, and Ottawa-Pembroke highways have been decided upon, but the routes are not definitely fixed. The present concrete highway from Toronto to Hamilton is not classed as a provincial highway. The total mileage of public roads in Ontario is approximately 55,000. Of this large mileage 42,000 miles are reported to be well-graded and of this amount 22,000 miles or 62 per cent. are surfaced with gravel, broken stone or other material. Many of these roads are not well built and few are well maintained, but the roadwork of the province has been carried on from year to year with comparatively little bonded indebtedness, by the municipalities of the province.

Prior to 1901, practically all rural roads were under

far the greatest mileage of all classes of roads in Ontario. These are the roads at the farmer's gate and the ones which determine the value to him of main travelled roads some miles off. If his local roads are poorly built and maintained it may be impossible to draw a load of any size as far as the good road. It is now proposed to subsidize township roads of to the extent of 20 per cent. for both construction and maintenance and to pay also 40 per cent. of the salaries of township road superintendents.

The extent scheme of provincial highways shown on the map is an enlargement of the scheme authorized in 1917, whereby county councils may be relieved of some of their responsibility just as townships were relieved of some responsibility by the introduction of county road systems. The road as outlined will touch every county and will connect up the larger centres of population. The Minister stated that the work will start at the centres of population and reach out into the rural districts as rapidly as possible. Many of the roads to be classed henceforth as provincial roads have formerly been included in county road systems, but it is felt that by taking them over, the counties will be able to devote their efforts to other roads which hitherto have not received much attention. The Dominion Government grant will equal 40 per cent. of the cost of building these roads while the province will provide another 40 per cent. and the municipalities through which they pass, the remaining 20 per cent. In the case of suburban roads in which the county and city are both interested, each will be called upon to bear 10 per cent. of the cost. The program, therefore, means that to take full advantage of the \$6,000,000 coming to Ontario during the next five years from the Federal Government, the province must spend another \$6,000,000 from the Provincial treasury and the municipalities \$3,000,000, making \$15,000,000 in all. Just how much of the 1,824 miles projected can be built during the next five years is difficult to say, but it will be next to impossible to build all of it. The plan is there and the roads it provides for will be constructed as rapidly as possible.

In the construction of these roads the materials available in the locality will be used to the fullest extent. Throughout Western Ontario gravel will be the principal material used, but it will be necessary to use more macadam in Eastern Ontario. At the present time the Highways Department believes there are too many 14 and 16-foot culverts in use and it will be the policy in the future to make the culverts 30 feet wide, or the full width of the road-bed. In certain heavily travelled sections especially adjacent to large market towns or cities, a few miles of concrete roadway will be necessary in order to provide a more permanent highway. By making the provincial subsidies applicable to maintenance as well as construction the Government hopes to prevent roads once constructed from deteriorating and will, we were informed, be prepared to cancel its subsidy if roads are not properly maintained.

The provincial highways will carry a 25 or 30-foot roadway and, according to W. A. McLean, Deputy Minister of Public Highways, where it is necessary to reconstruct an old gravel road, from \$5,000 to \$10,000 per mile can usually be expended to advantage. Macadam roads will cost from \$10,000 to \$30,000 per mile for construction alone, while concrete pavement will cost from \$2.50 to \$3.25 per square yard. It is worth noting that before the war the townships were spending about \$2,500,000 yearly on road work and the counties about the same amount.

In examining the accompanying map it will be seen that London and Hamilton are regarded as natural centres of transportation and that Toronto is served much more easily by roads that feed the lake-shore road. In the east will be noticed a large area where no roads are designated. This district is much less densely populated and is still served by colonization roads over the which Department of Public Highways has no jurisdiction.

U. S. Farm Help Shortage.

A diminution in production in the states of New York, New Jersey and Connecticut is feared in consequence of the shortage of farm labor this season, as anticipated in letters received by the American Land Service organization which had requests for 8,000 workers. Many farmers writing said they contemplated leasing their farms or curtailing the acreage under cultivation and raising about what would be sufficient for their own needs, "letting the other fellow look out for himself." Promises of "good time" in the cities, high wages and short hours were given as the root of the trouble. An official investigation in New York State, showed a falling off of nearly three per cent in the number of people living on 3,775 representative farms and over 17 per cent. in the number of hired men. The movement from the farms to other industries has been greater than it was during the earlier part of the war—Plans are being formulated to possibly tide over this summer emergency by taking out thousands of young men and women during their vacations or slack season in town.

W. T.

Calf, pig and sheep clubs being started in different counties by the Agricultural Representatives should interest the young folk in better quality stock. Breeders should encourage these clubs and do all they can to assist in purchasing suitable stock for the members of the clubs.

Is it true that work in the city weakens a man's nerve to face nature on a farm proposition?



The Proposed Provincial Highways of Ontario.

System of Provincial Highways Outlined.

Much interest has been aroused throughout the Province in the proposals of the New Ontario Government to greatly enlarge the system of provincial highways. In order to secure first-hand information as to what is contemplated, a representative of "The Farmer's Advocate" interviewed the Hon. F. C. Biggs, Minister of Public Highways, a few days ago. In general it may be said that it has been planned to recognize four types of roadways within the province, aside from those coming entirely within the jurisdiction of cities. These are the provincial highways, the provincial county roads, the ordinary county roads and the township roads. During 1919 the Dominion Government provided for a grant of \$20,000,000 to the provinces for the construction of main travelled roads, to be spread over a period of five years. It is largely with a view to this grant, of which Ontario's share is approximately \$6,000,000, that the program the Minister of Public Highways has outlined, is planned to cover a five-year period. For the same reason the

the control of township councils and statute labor was the principal basis of expenditure. At this time the Highway Improvement Act was passed whereby county road systems were authorized, to be assisted by a provincial subsidy of 33 1/3 per cent. for construction only. At the present time 37 counties of the province have inaugurated county road systems and have constructed 9,500 miles of such roads. County roads are recognized by the Department of Public Highways as the market roads of the province, or the roads leading to market centres and upon which form traffic accumulates from the sidelines. Formerly the greater part of township expenditure was made upon these roads which bear the heaviest local traffic. In 1919, more than \$5,000,000 was spent on roads of this class, of which nearly one-half was contributed by the province. The provincial subsidy to these county roads has now been increased to 40 per cent. of the cost of both construction and maintenance, while a further class designated as provincial county roads will be subsidized by the province to the extent of 60 per cent. of the cost of construction and maintenance.

The purely local or township roads constitute by